

The Hongkong Telegraph.

(ESTABLISHED 1881.)

NEW SERIES No. 6032

初二初月二閏年元統宣

TUESDAY, MARCH 23, 1909.

二拜禮 號三十一月三英港香

\$35 PER ANNUM.
SINGLE COPY, 10 CENTS.

Banks.

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL \$15,000,000
RESERVE FUNDS \$15,000,000
Sterling \$15,000,000
Silver \$14,500,000
RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS:
Hon. Mr. W. J. Grosson—Chairman,
H. H. Tomkins, Esq.—Deputy Chairman,
E. G. Barrett, Esq.—Secretary,
G. F. Iselander, Esq.—Treasurer,
G. S. Gubbay, Esq.—R. A. Siebs, Esq.—
W. Helms, Esq.—Hon. Mr. H. A. W.
C. R. Lenham, Esq.—Side

CHIEF MANAGER:
Hongkong—J. R. M. SMITH,
MANAGER:

Shanghai—W. ADAMS ORAM,
LONDON BANKERS—LONDON AND COUNTY BANKING COMPANY, LIMITED.

HONGKONG—INTEREST ALLOWED:

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:
For 3 months, 3½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.
J. R. M. SMITH,
Chief Manager.

Hongkong, 2nd February, 1909 [20]

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP GOLD \$3,250,000
ABOUT MEX \$7,222,222
RESERVE FUND GOLD \$3,250,000
ABOUT MEX \$7,222,222

HEAD OFFICE:
60 WALL STREET, NEW YORK.

LONDON OFFICE:
THREADNEEDLE HOUSE, E.C.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LIMITED,
THE CAPITAL AND COUNTIES BANK, LTD.

BRANCHES AND AGENTS ALL OVER THE WORLD.

THE Corporation transacts every Description of Banking and Exchange Business, receives Money in Current Account at the rate of 2% per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4½ per cent. per annum.

No. 9, Queen's Road Central,
Hongkong.

W. M. ANDERSON,
Manager.

Hongkong, 8th April, 1909. [18]

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID-UP CAPITAL £1,200,000
RESERVE FUND £1,525,000
RESERVE LIABILITIES OF PROPRIETORS £1,200,000

INTEREST ALLOWED ON CURRENT ACCOUNT at the rate of 2 per cent. per annum on the daily balance.

On Fixed Deposits for 12 months 4 per cent.

" " " " " 3½ " "

W. M. DICKSON,
Manager.

Hongkong, 18 March, 1909. [21]

NEDERLANDSche HANDEL-MAATSCHAPPIJ. (Netherlands Trading Society.)

ESTABLISHED 1824.

PAID-UP CAPITAL FL 45,000,000 (£3,750,000).
RESERVE FUND FL 5,752,884.84 (about £479,407).

Head Office—AMSTERDAM.

Head Agency—BATAVIA.

BRANCHES—Singapore, Penang, Shanghai, Macao, Samarang, Sourabaya, Chorbin, Tegal, Pecalongan, Pasuruan, Tjilatjap, Padang, Medan (Del), Palembang, Kotaradja (Achen), Bandjarmasin. Correspondents at Macassar, Bombay, Colombo, Madras, Pondicherry, Calcutta, Bangkok, Saigon, Haiphong, Hanoi, Amoy, Yokohama, Kobe, Melbourne, Sydney, New York, San Francisco, etc.

LONDON BANKERS:
THE UNION OF LONDON AND SMITHS BANK, LIMITED.

THE Bank buys and sells and receives for collection Bills of Exchange, issues letters of credit on its Branches and correspondents in the East, on the Continent, in Great Britain, America, and Australia, and transacts banking business of every description.

INTEREST ALLOWED.

On Current Accounts 2% per annum on daily balances.

Fixed Deposits 12 months 4½ per annum.

Do. 6 do. 3½ do.

Do. 3 do. 2½ do.

J. L. VAN HOUTEN,
Agent.

Hongkong, 16th July, 1909. [49]

Banks.

YOKOHAMA SPECIE BANK LIMITED.

CAPITAL PAID-UP YEN 24,000,000
RESERVE FUNDS YEN 15,500,000

Head Office—YOKOHAMA.

Branches and Agencies.

TOKIO, CHEFOO, TIENTSIN,
KOBE, PEKIN, NEWGHWANG,
OSAKA, DALNY, PORT ARTHUR,
NAGASAKI, LYONS, ANTUNG,
LONDON, SAN FRANCISCO, LIOYANG,
HONOLULU, MUKDEN, TIE-LING,
BOMIAV, SHANGHAI, CHANG-CHUN,
HANKOW.

HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 per cent. per annum on the Daily Balance.

On fixed deposit:

For 12 months 5% p.a.

" 6 " 4½ "

" 1 " 3½ "

TAKAO TAKAMICHI,

Manager.

Hongkong, 2nd March, 1909 [17]

For Further Particulars, apply to

E. A. HEWETT,
Superintendent.

Hongkong, 23rd March 1909 [4]

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 2 per cent. per annum.

Depositors may transfer, at their option, balances of \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.

J. R. M. SMITH,
Chief Manager.

Hongkong, 12th January, 1909. [21]

DEUTSCH ASIATISCHE BANK.

CAPITAL FULLY PAID UP—Sh. Tael 7,500,00

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin, Calcutta, Hamburg, Hankow, Kube, Pakung, Singapoer, Tientsin, Tsingtau, Yokohama.

FOUNDED BY THE FOLLOWING BANKS AND BANKERS:

Koenigliche Seehandlung (Preussische Staatsbank)

Direction der Disconto-Gesellschaft

Deutsche Bank

S. Bleichroeder

Berliner Handels-Gesellschaft

Bank für Handel und Industrie

Robert Warthaer & Co.

Mendelsohn & Co.

M. A. von Rothschild & Sohne Frankfurt

Jacob S. H. Stern

Norddeutsche Bank in Hamburg, Hamburg

Sal Oppenheim Jr. & Co., Koenig

Bayrische Hypotheken und Wechselbank

Munich.

LONDON BANKERS:

Messrs. N. M. ROTHSCHILD & SONS.

THE UNION OF LONDON AND SMITHS BANK, LIMITED.

DEUTSCHE BANK (BERLIN), LONDON AGENCY,

DIRECTION DER DISCONTOGESELLCHAFT.

INTEREST allowed on Current Account.

DEPOSITS received on terms which may be obtained on application. Every description of Banking and Exchange business transacted.

A. KOHNH,

Manager.

Hongkong, 4th December, 1907. [23]

Entomations.

THE SAVOY.

HIGH CLASS AMERICAN

STORE.

Regal Shoes \$10.00 per pair

Monarch Shirts \$1.15 each

Cluett Evening

Shirts From \$3.75 up

Pajama Suits

Steamer Rugs

\$13.95

THE SAVOY.

Hongkong, 16th February, 1909. [18]

MUSIC LESSON.

LESSONS IN VIOLIN, MANDOLINE AND GUITAR

at pupil's residence.

Evening engagements for Dances and Concerts.

Apply to

E. J. LOPEZ,

O/o Hongkong Telegraph Office.

Hongkong, 11th March, 1909. [45]

Mails.

PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS
LONDON and ANTWERP via SINGAPORE, PENANG, PALAWAN, COLOMBO, PORT SAID	10 A.M.	24th Mar.	Freight and Passage.
and MARSEILLES	24th Mar.		
SHANGHAI, MOJI, KOBE & YOKOHAMA	About 27th Mar.		Freight and Passage.
DEVANHA	About 1st April		Freight and Passage.
DELHI	Neon		See Special Advertisement.
Capt. J. D. Andrews, R.N.R.	3rd April		

For Further Particulars, apply to

E. A. HEWETT,

Superintendent.

Hongkong, 23rd March 1909 [4]

Intimations.

LANE, CRAWFORD & CO.

SPECIAL VALUE IN

LEATHER SUIT CASES.

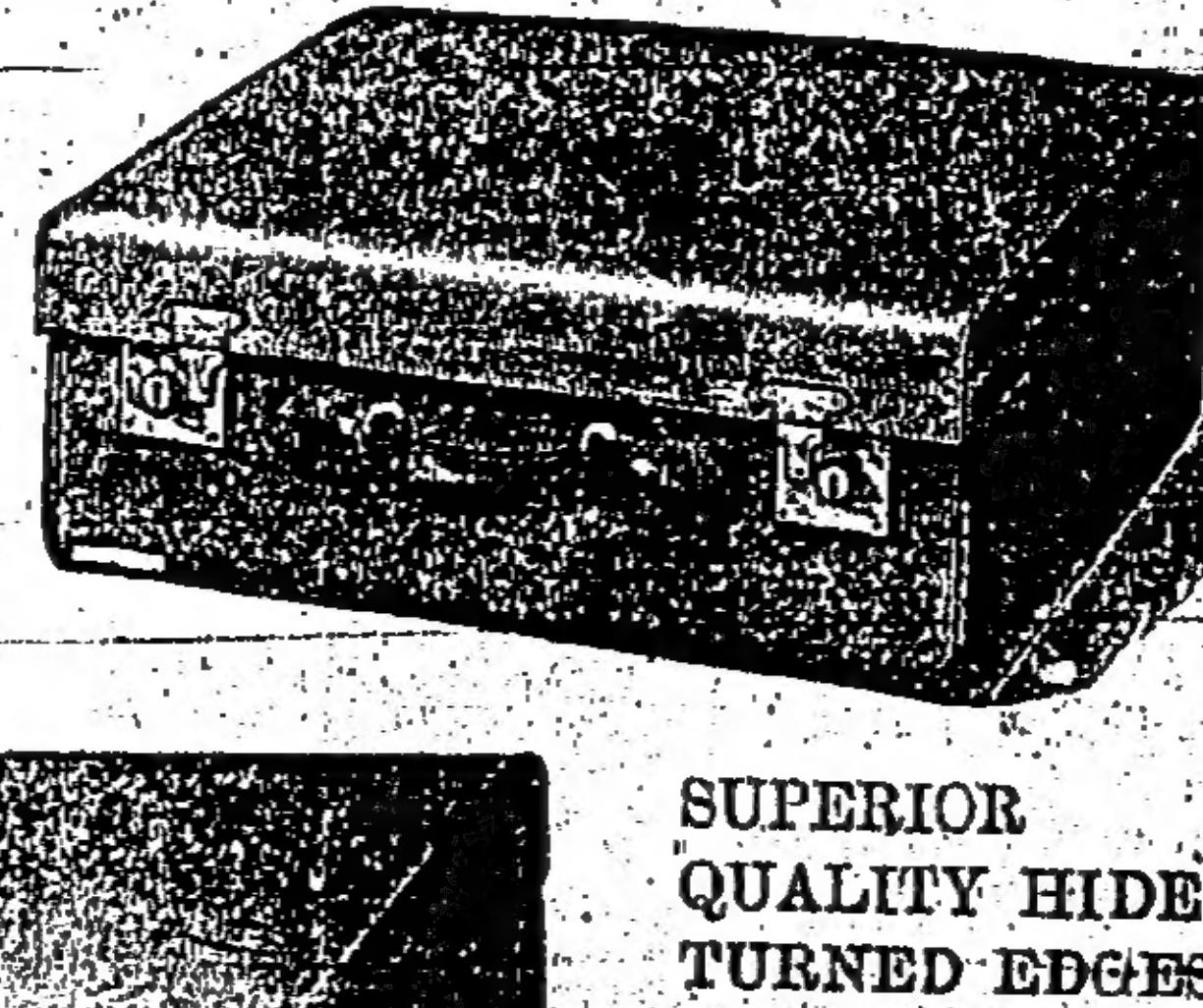
ENGLISH MADE

From

\$22.50

To

\$50.00



SUPERIOR
QUALITY HIDE
TURNED EDGES

From

\$32.00

To

\$72.00

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON AND HAMBURG	"KLEIST", "PRINZ WILHELM", "PRINZ WILHELM", "GOEBEY", "PRINZ SIGISMUND", "BORNÉO"	WEDNESDAY, 24th March, Noon. THURSDAY, 25th March, 5 P.M. About THURSDAY, 25th March. About SATURDAY, 3rd April.
MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"PRINZ WILHELM", "Capt. Iseki", "Capt. B. Wilhelm", "Capt. D. Leue", "Capt. F. Sembili"	Wednesday, 24th March, Noon. About THURSDAY, 25th March. About SATURDAY, 3rd April.
SHANGHAI, NAGASAKI, KOBE, and YOKOHAMA	"GOEBEY", "Capt. B. Wilhelm"	About THURSDAY, 25th March.
YOKOHAMA and KOBE	"PRINZ SIGISMUND", "BORNÉO", "Capt. F. Sembili"	Beginning of April.

For further particulars, apply to

NORDDEUTSCHER LLOYD,

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 23rd March, 1909.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.
TO and FROM JAPAN via SHANGHAI.FOR STEAMERS CAPTAINS TO SAIL ON
SHANGHAI, KOBE, YOKOHAMA ... ERNEST SIMONS ... Girard 29th March, P.M.
MARSEILLE, VIA PORTS NERA Martin 30th March, at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA ... TONKIN Charbonnel 12th April, P.M.
MARSEILLE, VIA PORTS CALEDONIAN Bruce 13th April, at 1 P.M.

Transhipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27, up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. de CHAMPMORIN,

AGENT,

QUEEN'S BUILDINGS.

Hongkong, 15th March, 1909.

MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.
S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.The speediest, most luxuriously appointed and punctual steamers on the line.
Departure from Hongkong at 10 P.M. (Saturdays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fan and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street and its beth in Canton opposite Shamian.

For further particulars, please apply to the COMPANY'S OFFICE at Shamian, Canton, or to their Agents

BARRETTO & CO., Hongkong.

Hongkong, 9th October, 1908.

EYES

RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All Kinds of Repairs. Spectacles for all requirements.
Ask or write for Illustrated Booklet on "Defective Sight"—free.LONDON, CALCUTTA, SHANGHAI,
1, John Street, Bedford Row, W.C. 57, Bengaluru, 106, Nanjing Road.

Hongkong, 23rd March, 1909.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

NO. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

NO. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 80.5 ft. bottom 45.8 ft. Water on blocks, 26.5 ft. Time to pump out, 3 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyds' surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 15 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 376, 506, or 681.

Telegrams, "Dook, Yokohama," Codes A. B. C. 4th and 5th Edt.

Liebers, Scotts, A. I., and Watkins.

Yokohama, May 23rd, 1905.

THE PAPUANS.

THEIR HABITS AND CUSTOMS.

Cannibalism is a habit that evidently is hard to live down. For example (says the New York Tribune) in the East Indian island of New Guinea, or Papua, at its 700,000 inhabitants call it, the natives again and again have shown how difficult it is to forget the taste of human flesh. Only the other day the ancient age instinct of their forefathers, which had lain dormant for years, and which the good missionaries even thought was wholly dead, suddenly burst forth in one tribe and resulted in a massacre. The cannibal instinct of the Papuan is not hard to explain. In all the 313,000 square miles of New Guinea, there is not a tribe which does not regard murder as a knightly accomplishment. Until a man has taken a human life and has spilt human blood he is an object of ridicule. He is not permitted to tattoo himself, and with a skin thus unadorned he is shunned by Papuans.

UNCANNY RITES.

Immediately after killing someone, however, the murderer must undergo six days of purification, which are marked by various uncanny rites. He first washes himself and his weapons and seats himself upon a stage, in the sight of the whole town, but nevertheless unnoticed by all. During this time he must eat nothing except roasted bananas, the pulp of which he bites out and the rest he throws away. On the third day he has so far purified himself that his friends entertain him at a feast, and on the fourth day he decks himself with all the ornaments of his home and parades up and down the village. After being thoroughly admired, he walks down to a river and, standing with feet wide apart, he lets all the boys who want to become great men swim through his legs. On the next day at dawn he jumps from bed and yell out of the window at the top of his lungs. His shout is supposed to scare away the ghost of his victim. On the following day he returns to his wife, who has spurned him up to this time, and is once more installed as the respected lord of his household.

SPIRIT OF THE VENDETTA.

The spirit of the vendetta reigns among the Papuans to an extent which would even astonish an Italian detective of the New York Police Department. As every murder elevates a man so much higher in the estimation of his neighbours, a Papuan is generally on the look-out for a quarrel. If he cannot get a bite on a fishing excursion, he doesn't let about it on returning home, but goes out looking for blood. He starts for the neighbouring village, and the first man he meets who is a member of another tribe he pounces upon as the cause of his ill-luck. Either by stealth or in the open he strikes his man down. As the relatives of the victim swear revenge and only wait an opportunity to balance the score, the killing goes on until the chief of one tribe or the other becomes frightened by the losses from his ranks and calls a council with the head of the neighbouring community. The deaths on each side are then reckoned up, and if one side has lost more lives than the other it receives proper reparation in the shape of pigs, spears, and bows and arrows. It would seem that the severer rules of mourning for the dead would lessen the number of murders in New Guinea.

MOURNING FOR THE DEAD.

When a man dies all the friends of the family bring to the widow generous gifts of food. If the tribe lives on the coast the body is placed in a canoe, which is then anchored off the village. The widow takes her post in another canoe near by, and there maintains a watch for more than a month. Among the members of an inland tribe it is the custom to build a hut over the grave in which the widow may spend her period of mourning. When she appears again among her people she must wear a long grass petticoat down to her ankles, with the jawbone of her dead husband suspended from her neck by a cord.

The observances of mourning for a widower are much the same, only instead of a jawbone he must carry about with him a piece of his wife's petticoat fastened tightly under his right arm. As a matter of fact, the Papuan regards all death as having a violent cause.

Whenever a native dies from sickness, it is believed that the sickness resulted from some plot. In order to detect the murderers, therefore, parts of the dead person are distributed among the members of the household, and after a time examined by a certain official in the community, who might be said to correspond to an American coroner, district attorney, judge and jury all combined. If any part of these uncanny relics has changed to an unnatural colour, its possessor is immediately executed and eaten by the other relatives.

THERAPION MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTLESS) FORM.

A WONDERFUL DISCOVERY.

This preparation is now known to be effective in cases of consumption, rheumatism, etc., and has been adopted by the Continental Hospitals by Alcock, Rostan, Joliet, Velpeau, Malibran, etc., the well-known Chassaigne, etc., and by the celebrated Laennec, and others, by whom it was sometimes given orally and sometimes in the form of a poultice,成功的。It is also used in the treatment of scrofula, leprosy, etc.

THERAPION.

This preparation is particularly useful in the treatment of scrofula, leprosy, etc., and has been adopted by the well-known Chassaigne, etc., and by the celebrated Laennec, and others, by whom it was sometimes given orally and sometimes in the form of a poultice,成功的。It is also used in the treatment of scrofula, leprosy, etc., and has been adopted by the well-known Chassaigne, etc., and by the celebrated Laennec, and others, by whom it was sometimes given orally and sometimes in the form of a poultice,成功的。

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted.

Gap Rock, Aberdeen.

Wagiao, San Ki Wan.

Stanley, Sal Kong.

Cape Collinson, Sha Tan Kol.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Harbour.

WEATHER-FORECAST AND STORM-WARNINGS ISSUED FROM THE HONGKONG OBSERVATORY.

METEOROLOGICAL SIGNALS.

Meteorological signals are hoisted on the mast in front of the Water Police Station at Tsim Sha Tsui for the information of masters of vessels leaving the port. They do not necessarily imply that bad weather is expected here.

Signal No.

1. A CONE point upwards indicates a Typhoon to the North of the Colony.

2. A CONE point upwards and a DRUM below indicates a Typhoon to the North-East of the Colony.

3. A DRUM indicates a Typhoon to the East of the Colony.

4. A CONE point downwards and a DRUM below indicates a Typhoon to the South-East of the Colony.

5. A CONE point downwards indicates a Typhoon to the South of the Colony.

6. A CONE point downwards and a DRUM below indicates a Typhoon to the South-West of the Colony.

7. A DRUM indicates a Typhoon to the West of the Colony.

8. A CONE point upwards and a DRUM below indicates a Typhoon to the North-West of the Colony.

Red Signals. Indicate that the centre is believed to be more than 300 miles away from the Colony.

Black Signal. Indicate that the centre is believed to be less than 300 miles away from the Colony.

The above signals will, as heretofore, be hoisted only when typhoons exist in such positions or are moving in such directions that information regarding them is considered to be of importance to the Colony or to shipping leaving the harbour.

These signals are repeated at the Harbour Office, H.M.S. Tamar, Green Island Signal Mast, and the Flagstaff on the premises of the Hongkong and Kowloon Wharf and Godown Company at Kowloon.

URGENT SIGNAL.

In addition to the above, when it is expected that the wind may increase to full typhoon force at any moment, the following Urgent Signal will be made at the Water Police Station, and repeated at the Harbour Office.

THREE EXPLOSIVE BOMBS, AT INTERVALS OF TEN SECONDS.

A Black Cross will be hoisted at the same time, superior to the other shapes.

NIGHT SIGNALS.

The following Night Signals will be exhibited from the Flagstaff on the roof of the Water Police Station at Kowloon, the Harbour Office Flagstaff, and H.M.S. Tamar.

1. Three Lights Vertical, Green Green Green, indicates that a typhoon is believed to be situated more than 300 miles from the Colony.

II. Three Lights Vertical, Green Red Green, indicates that a typhoon is believed to be situated less than 300 miles from the Colony.

III. Three Lights Vertical, Red Green Red, indicates that the wind may be expected to increase to full typhoon force at any moment.

No. III. Signal will be accompanied by the Explosive Bombs, as above, in the event of the information conveyed by this signal being published by night.

These Night Signals will be substituted for the Day Signals at sunset, and will, when necessary, be altered during the night.

SUPPLEMENTARY WARNING.

For the benefit of Native Craft and passing Ocean Vessels, a Cone will be exhibited at each of the following stations during the time that any of the above Day Signals are hoisted.

Gap Rock, Aberdeen.

Wagiao, San Ki Wan.

Stanley, Sal Kong.

Cape Collinson, Sha Tan Kol.

Tai Po.

This will indicate that there is a depression somewhere in the China Sea, and that a Storm Warning is hoisted in the Harbour.

Further details can always be given to Ocean Vessels, on demand, by signal from the Harbour.

SAINT-RAPHAEL

TONIC, RESTORATIVE, DIGESTIVE WINE

Very palatable.

Known throughout the world and prescribed in all cases of Anæmia, Debility and Convalescence, to young women, children and the aged, Invaluable in hot climates.

Each bottle of genuine VIN SAINT-RAPHAEL bears, in addition to the registered trade-mark:

(1) The WARRANTY STAMP of the UNION DES FABRICANTS.

(2) A METAL SEAL advertising CLETEAS.

CLETEAS is a MELISSA and MINT cordial

which surpasses all others by its purity and faultless preparation. To be taken on a lump of sugar.

DOSE: One wine-glass

Intimation.

Powell's

are now showing
special cretonne and
curtain designs for
the spring season

CURTAIN

Madras Muslins in white
or Ecru with plain,
Frilled or Fancy
Bordered Edges
from 80 cts.
per yard

AND

Plain and Figured
Harness and Book
Muslins in White
and Ecru

Brise Bise
Blinds and Screens

CRETONNE

Very special Plain Book
Muslin Curtains,
Frilled, 3 sides, in
White only 3½
yards long
\$5.75 per pr
4 yards long
\$7.50 per
pair

SHOW

New patterns in Lace
Curtains from \$5.00
per pair 4 yards long

SEE

Latest white ground
and floral designs in
washing Cretonne
for loose covers
and curtains

WINDOWS

POWELL'S
ALEXANDRA
BUILDINGS

and

28, Queen's Road.

Intimations.

GREEN ISLAND CEMENT COMPANY,
LIMITED.

PORTLAND CEMENT.

In Casks of 375 lbs. net \$6.50 per Cask
ex Factory.
In Bags of 50 lbs. net \$2.45 per Bag
ex Factory.

SHEWAN TOMES & CO.,
General Managers,

Hongkong, 15th August, 1900.

[36]

O. C. MOOSA,
1 & 3, D'AGUILAR STREET.

NOVELTIES OF THE SEASON.

Trimmed and Untrimmed
HATS, RIBBONS, FLOWERS,
FEATHERS, &c., &c.

LACE SCARFS, MOTOR VEILS
IN
VARIOUS COLORS.

MOUSQUETEIRE GLOVES
IN
WHITE, BLACK & COLORS.

WOOLEN DELAINES, NUNSWEAT-
INGS, VOILES, &c., &c.

LADIES' and CHILDREN'S
UNDERCLOTHINGS.

Samples on application, Coast
Port orders carefully executed.

[37] Hongkong, 10th September, 1900.

Build and Design

Rubber Tyre

RICKSHAWS

Standard make or to
order.

STOCK ACCESSORIES

AND

REPAIRS OUTFIT.

DEPOT, KOWLOON.

DRACON CYCLE
DEPOT,

HEAD OFFICE and SHOW
ROOMS,

38-39, Des Vaux Road, Central,
Hongkong.

THERAPION MAY NOW ALSO BE OBTAINED
IN DRAGÉE ("TASTELLES") FORM.

THE NEW FRENCH REMEDY

THERAPION MARK.

This successful and highly popular remedy used in
Continental Hospitals by Ricard, Rossau, Robert,
et others, combines all the ingredients to be
found in a medicine of the kind, and suits every
one.

THERAPION NO. 1 is a
markedly short time taken a few days to effect a
cure. It is a powerful antiseptic injection, the use
of which does irreparable harm by laying the foundation of
various and other serious diseases. In dispensary, pills
and irritant of the lower bowel, cough, etc., it is
a valuable medicine. It is a powerful antiseptic of the kind, it
will be found to be very effectively efficacious, affording prompt
relief where the evil condition has been long protracted.

THERAPION NO. 2 has
the properties of diaphoresis, purgation, and
alleviation of pain, etc., and is a powerful
remedy for all diseases for which it has been
prescribed. It is a powerful antiseptic injection, the use
of which does irreparable harm by laying the foundation of
various and other serious diseases. In dispensary, pills
and irritant of the lower bowel, cough, etc., it is
a valuable medicine. It is a powerful antiseptic of the kind, it
will be found to be very effectively efficacious, affording prompt
relief where the evil condition has been long protracted.

THERAPION NO. 3 has
the properties of diaphoresis, purgation, and
alleviation of pain, etc., and is a powerful
remedy for all diseases for which it has been
prescribed. It is a powerful antiseptic injection, the use
of which does irreparable harm by laying the foundation of
various and other serious diseases. In dispensary, pills
and irritant of the lower bowel, cough, etc., it is
a valuable medicine. It is a powerful antiseptic of the kind, it
will be found to be very effectively efficacious, affording prompt
relief where the evil condition has been long protracted.

THERAPION is sold by principal
druggists in England, U.S. and elsewhere.

It is sold in England, U.S. and elsewhere.

Intimation.

**A. S. WATSON & CO.,
LIMITED**
ESTABLISHED A.D. 1841.

CHEMISTS

BY APPOINTMENT TO HIS EXCELLENCY THE GOVERNOR AND HOUSEHOLD.

**Watson's
HYGIENOL,
AND
BUBONIC PLAGUE!**

It has been proved by repeated experiments that "WATSON'S HYGIENOL" is the most potent agent for the destruction of fleas, especially rat fleas.

It has now been proved that Plague is conveyed to human beings by means of fleas from rats which have died of this disease.

All risk of infection can be avoided by washing the floors, etc., or sprinkling where the fleas are likely to be with a dilute solution of "WATSON'S HYGIENOL." A teaspoonful to a pint of water, or a teacupful to three gallons, makes a solution of the strength required for this purpose.

HYGIENOL IS A POWERFUL DISINFECTANT AND GERMICIDE

Price per Pint 50 cents
" " Gallon 5.00

**A. S. WATSON & CO.,
LIMITED,**
HONGKONG DISPENSARY
AND
KOWLOON DISPENSARY

Hongkong, 17th March, 1909.

The Hongkong Telegraph

HONGKONG, TUESDAY, MARCH 23, 1909.

IN FROZEN REGIONS.

Within the last few weeks householders in Hongkong have been regaled with the spectacle of what may be described as an ice campaign, the chief antagonist, aimed at in the contest being the old established company which dates from the time when ice was brought to Hongkong in American vessels. Those were the days when a few cents here or there mattered little to the opulent residents and when the question of purity was regarded as of little account. The ice, as a matter of fact, came from the great lakes and the frozen north and was stored in the godown, which was among the first to be erected in the Colony and still constitutes the chief depot of the elder company. Recently a new concern has come into being, and as it requires ice in the manufacture of its particular product it decided to enter the field which had previously been the sole preserve of its rival. The immediate result of the competition was a rapid fall in the retail price of this most necessary article during the coming summer months and the inauguration of a strenuous spirit of rivalry. From the householder's point of view the opening of this commercial contest has proved highly satisfactory, and it is not difficult to judge how the cheapened cost of ice is regarded by those concerns, such as the hotels, shipping companies and others, which use the manufactured article in large quantities. Naturally we are not in a position to declare to what extent the younger company is capable of continuing the contest, but everybody knows that the premier firm is equipped with ample resources to dispute the right of any competitor to reduce the price of ice beyond the cost of production. Whether either of the companies can afford to sell ice at the rate of half a cent per lb. is outside our knowledge, and, indeed, it is not within our province to discuss what is really a matter that primarily concerns the shareholders of the rival companies. It is sufficient for the moment that ice is being obtained in Hongkong at a ridiculously low rate and from all appearances it seems probable that the price will remain below the normal cost for some time to come. Such a condition of things is of course viewed with complacency by the ordinary resident, but that it will continue indefinitely we cannot believe. We have been led to make these remarks by the perusal of a speech delivered by the chairman of the Shanghai Ice, Cold Storage and Refrigeration Co., Ltd., at the tenth ordinary general meeting of shareholders, held at Shanghai on the 15th inst. It was a most dolorous story that the chairman, Mr. A. D. Lowe, had to tell, because the result of the year's working was proved far from satisfactory and the estimated accounts made a poor show.

The speaker boldly went to the root of the matter when he declared that the adverse result was due to the competition set up by a new company, the Oriental Ice Company. No attempt was made to attribute the debit balance of over a thousand taels to depression in trade or anything of that sort. Indeed the chairman distinctly said: "You will most of you undoubtedly have noticed of late in the reports of the speeches of chairmen of various industrial companies that they refer to their poor results owing to the very general and almost universal depression of all branches of trade or words to that effect. Gentlemen, we do not claim that reason for the poor results of our working this year, though it is quite possible we may have suffered slightly from these causes." The poor results were entirely due to the opposition of the new company, which it appears has been retailing ice at a price that does not pay the older firm, although its rival claims that it can manufacture and sell ice at reduced rates and still show a profit. What the retail price of this summer essential to comfort may be we have not the slightest idea, nor do the rival companies seem to advertise the selling rate, but we scarcely think it can be below that existing at present in Hongkong. What we would draw the attention of readers to is the noteworthy statement or rather declaration of the chairman as follows: "A most important fact that I wish to bring to your notice is, that in your directors' opinion there is not room for two ice companies in Shanghai, where consumption of ice in any substantial quantity goes on for only about four months in the year. The company we represent, the Shanghai Ice, Cold Storage and Refrigeration Company, always have been, and are now, fully able to supply all the demands for machine-made ice originating from Shanghai, and why it was thought necessary or politic to start an opposition I do not know. I may add that the Chinese ice dealers continue to gather and sell ice as in former years, notwithstanding the very low prices charged both by ourselves and the Oriental Ice Company. Our future course of action will, and must, be, of course dependent on circumstances, and I would ask the shareholders to leave their interests to be looked after by your directors." So that it is the opinion of those who should know whereof they speak that there is not room for two ice companies in Shanghai. If that be the case with regard to Shanghai with its large and widening population how does the remark apply to Hongkong? The question is one which may be left to the consideration of readers, for until further particulars are known of the local companies' affairs it would be absurd to offer a definite reply. It must be remembered, however, that the ice factories in Hongkong are not more favourably situated than those operating in Shanghai. Both Macao and Canton have their ice plants; a large proportion of the steamships calling at Hongkong have their own installations for the production of ice, and even in the Colony itself there is at least one great establishment which manufactures its own ice for consumption by its patrons. So as the future course of action by the Shanghai Company will be dependent on circumstances, we may take it that the local companies will adopt a similar attitude. Apparently the directors of the Northern, undertaking were not too hopeful that the opposition now being encountered would disappear without still further efforts being made by the new entrant to capture the trade, for they waived all the fees due to them and thus reduced the debit balance to some \$350 taels. But the lesson is an instructive one and should not be lost on those who are interested in the icy warfare now proceeding in Hongkong.

WHEN A MERCHANT IS NOT A MERCHANT.

Not content with restricting the immigration of Chinese into the Philippine Islands to bona-fide merchants, travellers and students the Supreme Court of the American dependency has handed down a decision which will have the effect of still further limiting the number of Chinese who are entitled to admission to the archipelago. From the report which appears in one of our Manila contemporaries—a report so condensed that it is difficult to understand, though the writer no doubt knew all the ins and outs of the case—it appears that the question of the immigration of Chinese as referred to the Supreme Court concerned Chinaman who claimed to be a merchant but was simply designated an unregistered labourer by the Collector of Customs. A man whose name is given as Lim Co—the presumption is that he belonged to the Lim Company—was arrested and brought before the lower court under the deportation law. He claimed to be a merchant owning a "panciteria"—whatever that may be—and interested in a vermicelli factory. Reading between the lines, it would seem that the man was one of a number of merchants who were all partners in the same firm, and that he therefore considered himself entitled to be described as a merchant. At all events the Judge ruled that the Chinaman was entitled to remain in the Philippines. The Collector of Customs, however, took the case to the higher tribunal, which reversed the decision

of the lower court, and offered certain drastic steps if the most radical character, utterly changing the tone and intention of the law as it has been interpreted in the past. We leave the case of the individual out of the question, because it is beyond the stage of consideration now. Indeed the chairman distinctly said:

"You will most of you undoubtedly have noticed of late in the reports of the speeches of chairmen of various industrial companies that they refer to their poor results owing to the very general and almost universal depression of all branches of trade or words to that effect. Gentlemen, we do not claim that reason for the poor results of our working this year, though it is quite possible we may have suffered slightly from these causes." The poor results were entirely due to the opposition of the new company, which it appears has been retailing ice at a price that does not pay the older firm, although its rival claims that it can manufacture and sell ice at reduced rates and still show a profit. What the retail price of this summer essential to comfort may be we have not the slightest idea, nor do the rival companies seem to advertise the selling rate, but we scarcely think it can be below that existing at present in Hongkong. What we would draw the attention of readers to is the noteworthy statement or rather declaration of the chairman as follows:

"A most important fact that I wish to bring to your notice is, that in your directors' opinion there is not room for two ice companies in Shanghai, where consumption of ice in any substantial quantity goes on for only about four months in the year. The company we represent, the Shanghai Ice, Cold Storage and Refrigeration Company, always have been, and are now, fully able to supply all the demands for machine-made ice originating from Shanghai, and why it was thought necessary or politic to start an opposition I do not know. I may add that the Chinese ice dealers continue to gather and sell ice as in former years, notwithstanding the very low prices charged both by ourselves and the Oriental Ice Company. Our future course of action will, and must, be, of course dependent on circumstances, and I would ask the shareholders to leave their interests to be looked after by your directors."

So that it is the opinion of those who should know whereof they speak that there is not room for two ice companies in Shanghai. If that be the case with regard to Shanghai with its large and widening population how does the remark apply to Hongkong? The question is one which may be left to the consideration of readers, for until further particulars are known of the local companies' affairs it would be absurd to offer a definite reply. It must be remembered, however, that the ice factories in Hongkong are not more favourably situated than those operating in Shanghai. Both Macao and Canton have their ice plants; a large proportion of the steamships calling at Hongkong have their own installations for the production of ice, and even in the Colony itself there is at least one great establishment which manufactures its own ice for consumption by its patrons. So as the future course of action by the Shanghai Company will be dependent on circumstances, we may take it that the local companies will adopt a similar attitude. Apparently the directors of the Northern, undertaking were not too hopeful that the opposition now being encountered would disappear without still further efforts being made by the new entrant to capture the trade, for they waived all the fees due to them and thus reduced the debit balance to some \$350 taels. But the lesson is an instructive one and should not be lost on those who are interested in the icy warfare now proceeding in Hongkong.

Not content with restricting the immigration of Chinese into the Philippine Islands to bona-fide merchants, travellers and students the Supreme Court of the American dependency has handed down a decision which will have the effect of still further limiting the number of Chinese who are entitled to admission to the archipelago. From the report which appears in one of our Manila contemporaries—a report so condensed that it is difficult to understand, though the writer no doubt knew all the ins and outs of the case—it appears that the question of the immigration of Chinese as referred to the Supreme Court concerned Chinaman who claimed to be a merchant but was simply designated an unregistered labourer by the Collector of Customs. A man whose name is given as Lim Co—the presumption is that he belonged to the Lim Company—was arrested and brought before the lower court under the deportation law. He claimed to be a merchant owning a "panciteria"—whatever that may be—and interested in a vermicelli factory. Reading between the lines, it would seem that the man was one of a number of merchants who were all partners in the same firm, and that he therefore considered himself entitled to be described as a merchant. At all events the Judge ruled that the Chinaman was entitled to remain in the Philippines. The Collector of Customs, however, took the case to the higher tribunal, which reversed the decision

of the lower court, and offered certain drastic

steps if the most radical character, utterly changing the tone and intention of the law as it has been interpreted in the past. We leave the case of the individual out of the question, because it is beyond the stage of consideration now. Indeed the chairman distinctly said:

"You will most of you undoubtedly have noticed of late in the reports of the speeches of chairmen of various industrial companies that they refer to their poor results owing to the very general and almost universal depression of all branches of trade or words to that effect. Gentlemen, we do not claim that reason for the poor results of our working this year, though it is quite possible we may have suffered slightly from these causes." The poor results were entirely due to the opposition of the new company, which it appears has been retailing ice at a price that does not pay the older firm, although its rival claims that it can manufacture and sell ice at reduced rates and still show a profit. What the retail price of this summer essential to comfort may be we have not the slightest idea, nor do the rival companies seem to advertise the selling rate, but we scarcely think it can be below that existing at present in Hongkong. What we would draw the attention of readers to is the noteworthy statement or rather declaration of the chairman as follows:

"A most important fact that I wish to bring to your notice is, that in your directors' opinion there is not room for two ice companies in Shanghai, where consumption of ice in any substantial quantity goes on for only about four months in the year. The company we represent, the Shanghai Ice, Cold Storage and Refrigeration Company, always have been, and are now, fully able to supply all the demands for machine-made ice originating from Shanghai, and why it was thought necessary or politic to start an opposition I do not know. I may add that the Chinese ice dealers continue to gather and sell ice as in former years, notwithstanding the very low prices charged both by ourselves and the Oriental Ice Company. Our future course of action will, and must, be, of course dependent on circumstances, and I would ask the shareholders to leave their interests to be looked after by your directors."

So that it is the opinion of those who should know whereof they speak that there is not room for two ice companies in Shanghai. If that be the case with regard to Shanghai with its large and widening population how does the remark apply to Hongkong? The question is one which may be left to the consideration of readers, for until further particulars are known of the local companies' affairs it would be absurd to offer a definite reply. It must be remembered, however, that the ice factories in Hongkong are not more favourably situated than those operating in Shanghai. Both Macao and Canton have their ice plants; a large proportion of the steamships calling at Hongkong have their own installations for the production of ice, and even in the Colony itself there is at least one great establishment which manufactures its own ice for consumption by its patrons. So as the future course of action by the Shanghai Company will be dependent on circumstances, we may take it that the local companies will adopt a similar attitude. Apparently the directors of the Northern, undertaking were not too hopeful that the opposition now being encountered would disappear without still further efforts being made by the new entrant to capture the trade, for they waived all the fees due to them and thus reduced the debit balance to some \$350 taels. But the lesson is an instructive one and should not be lost on those who are interested in the icy warfare now proceeding in Hongkong.

Not content with restricting the immigration of Chinese into the Philippine Islands to bona-fide merchants, travellers and students the Supreme Court of the American dependency has handed down a decision which will have the effect of still further limiting the number of Chinese who are entitled to admission to the archipelago. From the report which appears in one of our Manila contemporaries—a report so condensed that it is difficult to understand, though the writer no doubt knew all the ins and outs of the case—it appears that the question of the immigration of Chinese as referred to the Supreme Court concerned Chinaman who claimed to be a merchant but was simply designated an unregistered labourer by the Collector of Customs. A man whose name is given as Lim Co—the presumption is that he belonged to the Lim Company—was arrested and brought before the lower court under the deportation law. He claimed to be a merchant owning a "panciteria"—whatever that may be—and interested in a vermicelli factory. Reading between the lines, it would seem that the man was one of a number of merchants who were all partners in the same firm, and that he therefore considered himself entitled to be described as a merchant. At all events the Judge ruled that the Chinaman was entitled to remain in the Philippines. The Collector of Customs, however, took the case to the higher tribunal, which reversed the decision

of the lower court, and offered certain drastic steps if the most radical character, utterly changing the tone and intention of the law as it has been interpreted in the past. We leave the case of the individual out of the question, because it is beyond the stage of consideration now. Indeed the chairman distinctly said:

"A most important fact that I wish to bring to your notice is, that in your directors' opinion there is not room for two ice companies in Shanghai, where consumption of ice in any substantial quantity goes on for only about four months in the year. The company we represent, the Shanghai Ice, Cold Storage and Refrigeration Company, always have been, and are now, fully able to supply all the demands for machine-made ice originating from Shanghai, and why it was thought necessary or politic to start an opposition I do not know. I may add that the Chinese ice dealers continue to gather and sell ice as in former years, notwithstanding the very low prices charged both by ourselves and the Oriental Ice Company. Our future course of action will, and must, be, of course dependent on circumstances, and I would ask the shareholders to leave their interests to be looked after by your directors."

So that it is the opinion of those who should know whereof they speak that there is not room for two ice companies in Shanghai. If that be the case with regard to Shanghai with its large and widening population how does the remark apply to Hongkong? The question is one which may be left to the consideration of readers, for until further particulars are known of the local companies' affairs it would be absurd to offer a definite reply. It must be remembered, however, that the ice factories in Hongkong are not more favourably situated than those operating in Shanghai. Both Macao and Canton have their ice plants; a large proportion of the steamships calling at Hongkong have their own installations for the production of ice, and even in the Colony itself there is at least one great establishment which manufactures its own ice for consumption by its patrons. So as the future course of action by the Shanghai Company will be dependent on circumstances, we may take it that the local companies will adopt a similar attitude. Apparently the directors of the Northern, undertaking were not too hopeful that the opposition now being encountered would disappear without still further efforts being made by the new entrant to capture the trade, for they waived all the fees due to them and thus reduced the debit balance to some \$350 taels. But the lesson is an instructive one and should not be lost on those who are interested in the icy warfare now proceeding in Hongkong.

Not content with restricting the immigration of Chinese into the Philippine Islands to bona-fide merchants, travellers and students the Supreme Court of the American dependency has handed down a decision which will have the effect of still further limiting the number of Chinese who are entitled to admission to the archipelago. From the report which appears in one of our Manila contemporaries—a report so condensed that it is difficult to understand, though the writer no doubt knew all the ins and outs of the case—it appears that the question of the immigration of Chinese as referred to the Supreme Court concerned Chinaman who claimed to be a merchant but was simply designated an unregistered labourer by the Collector of Customs. A man whose name is given as Lim Co—the presumption is that he belonged to the Lim Company—was arrested and brought before the lower court under the deportation law. He claimed to be a merchant owning a "panciteria"—whatever that may be—and interested in a vermicelli factory. Reading between the lines, it would seem that the man was one of a number of merchants who were all partners in the same firm, and that he therefore considered himself entitled to be described as a merchant. At all events the Judge ruled that the Chinaman was entitled to remain in the Philippines. The Collector of Customs, however, took the case to the higher tribunal, which reversed the decision

of the lower court, and offered certain drastic steps if the most radical character, utterly changing the tone and intention of the law as it has been interpreted in the past. We leave the case of the individual out of the question, because it is beyond the stage of consideration now. Indeed the chairman distinctly said:

"A most important fact that I wish to bring to your notice is, that in your directors' opinion there is not room for two ice companies in Shanghai, where consumption of ice in any substantial quantity goes on for only about four months in the year. The company we represent, the Shanghai Ice, Cold Storage and Refrigeration Company, always have been, and are now, fully able to supply all the demands for machine-made ice originating from Shanghai, and why it was thought necessary or politic to start an opposition I do not know. I may add that the Chinese ice dealers continue to gather and sell ice as in former years, notwithstanding the very low prices charged both by ourselves and the Oriental Ice Company. Our future course of action will, and must, be, of course dependent on circumstances, and I would ask the shareholders to leave their interests to be looked after by your directors."

So that it is the opinion of those who should know whereof they speak that there is not room for two ice companies in Shanghai. If that be the case with regard to Shanghai with its large and widening population how does the remark apply to Hongkong? The question is one which may be left to the consideration of readers, for until further particulars are known of the local companies' affairs it would be absurd to offer a definite reply. It must be remembered, however, that the ice factories in Hongkong are not more favourably situated than those operating in Shanghai. Both Macao and Canton have their ice plants; a large proportion of the steamships calling at Hongkong have their own installations for the production of ice, and even in the Colony itself there is at least one great establishment which manufactures its own ice for consumption by its patrons. So as the future course of action by the Shanghai Company will be dependent on circumstances, we may take it that the local companies will adopt a similar attitude. Apparently the directors of the Northern, undertaking were not too hopeful that the opposition now being encountered would disappear without still further efforts being made by the new entrant to capture the trade, for they waived all the fees due to them and thus reduced the debit balance to some \$350 taels. But the lesson is an instructive one and should not be lost on those who are interested in the icy warfare now proceeding in Hongkong.

Not content with restricting the immigration of Chinese into the Philippine Islands to bona-fide merchants, travellers and students the Supreme Court of the American dependency has handed down a decision which will have the effect of still further limiting the number of Chinese who are entitled to admission to the archipelago. From the report which appears in one of our Manila contemporaries—a report so condensed that it is difficult to understand, though the writer no doubt knew all the ins and outs of the case—it appears that the question of the immigration of Chinese as referred to the Supreme Court concerned Chinaman who claimed to be a merchant but was simply designated an unregistered labourer by the Collector of Customs. A man whose name is given as Lim Co—the presumption is that he belonged to the Lim Company—was arrested and brought before the lower court under the deportation law. He claimed to be a merchant owning a "panciteria"—whatever that may be—and interested in a vermicelli factory. Reading between the lines, it would seem that the man was one of a number of merchants who were all partners in the same firm, and that he therefore considered himself entitled to be described as a merchant. At all events the Judge ruled that the Chinaman was entitled to remain in the Philippines. The Collector of Customs, however, took the case to the higher tribunal, which reversed the decision

23. 1909.

GOVERNMENT HOUSE

Lord and Lady Meath and Lady Violet Brabazon arrived this morning by the s.s. *Kristi*, and are the guests of His Excellency the Governor.

During the forenoon Lord Meath attended by Mr. E. D. C. Wolfe and Captain Taylor, A.D.C., visited Victoria School and Kowloon School and addressed the pupils on the meaning and hopes of the Empire movement. At Lord Meath's request, the pupils of both schools were granted a half-holiday by the Inspector of Schools.

His Excellency and Lord Meath, attended by Captain Simon, watched the trials of the baseball team, after which His Excellency handed to the winning team the Cup presented by the Committee of Entertainment.

At 3.30 p.m., Lady Meath presided at a meeting of the Midshipmen Children's League held at St. Paul's College.

The following guests have been invited to dinner at Government House at 8.30 p.m. this evening—Sir George & Lady Errington, General Broadwood, Captain Heathcote, Mr. and Mrs. Bassett, the District Attorney, Judge Thayer is Judge Wilder's successor—a Washington, D.C. jurist of dignity and high professional standing. The gentlemen plan to go to Canton on the Friday day boat, where legal matters will be attended to.

Mr. C. H. Oliver, formerly Commissioner of Customs at Mukden, arrived at Peking on the 18th inst. to take up the position of Chief Secretary of the Imperial Maritime Customs. Mr. Oliver first joined the service as Professor of English to the Tung Wen Kun. He resigned from the Customs service in April, 1908, and is rejoicing the service, with the rank of Commissioner. His present position was last held by Mr. H. M. Hillier.

This morning, in the Police Court, another trader—Wo Yee, of the Kwong Hing firm, 24, Graham Street—was fined \$15 for committing a breach of the Stamp Ordinance. It was pointed out that the defendant gave an un-stamped receipt to a customer from whom he had collected \$10.86. "This is getting a common practice now," said a police officer this morning, "and I would like some men to be made to do it as good, etc." A coolie with alass innumerable was banished from the Colony in April, 1908, for a period of five years. Some days ago, however, the coolie returned bearing another name, but this did not seem to have disguised his features. He was recognised in Hollywood Road yesterday by a *lu long*, and arrested. This morning he was sentenced by Mr. Wood to serve a term of a year's imprisonment and to be exposed in the stocks for four hours. This was, as the

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.**DELIMITATION OF MACAO.****INSTRUCTIONS BY THE REGENT.**

[By courtesy of the "Sheng Po."]

Peking, 22nd March.

The Prince Regent has given directions to the Grand Council to telegraph to H.E. Chang Jen-chun, Viceroy of Canton, advising His Excellency that, as the Commissioner appointed by Portugal for the delimitation of Macao, is about to arrive, the Chinese Commissioner should have everything in readiness so as to be fully prepared when the Commission opens its sittings.

LEGATION GUARDS**TO BE WHOLLY WITHDRAWN.**

[By courtesy of the "Sheng Po."]

Peking, 22nd March.

An arrangement has been reached whereby all the Legation Guards in Peking will be withdrawn before the second quarter of the current (Chinese) year.

TANG SHAO-YI.**APPOINTED TO THE WAIWUPU.**

[By courtesy of the "Sheng Po."]

Peking, 22nd March.

On his return to China, His Excellency Tang Shao-yi will be appointed vice-president of the Waiwupu.

NAVAL REORGANISATION.**RAISING THE FUNDS.**

[By courtesy of the "Sheng Po."]

Peking, 22nd March.

The Prince Regent has instructed Duke Tsai not to importune the people when raising funds for the Naval Reorganisation scheme.

TYphoon WARNING.

The American Consulate-General received the following telegram from the Manila Observatory:

March 23rd, 9.30 a.m.

The typhoon is crossing the Visayas Islands in the form of a shallow depression.

CANTON DAY BY DAY.**CANTON-HANKOW RAILWAY.**

[From Our Own Correspondent.]

Canton, 22nd March.

The Viceroy has received a long telegram, consisting of over a thousand letters, from H.E. Chang Chih Tung, Superintendent of the Canton-Hankow Railway, in which H.E. Chang severely censures the members of the Board of Directors of the Company at Canton, for their unsatisfactory management. Yesterday, the Viceroy sent for Sir Chen Tung Liang Cheng, President of the Company, to his yamen, and questioned him in detail on several points relating to the Railway.

The Company are now inviting tenders for supplying stones for the construction of bridges; the tenders will be opened on the 23rd instant.

TAOTAI SHUM TUNG'S DEATH.

The death is announced of Taotai Shum Tung, on the 20th instant at Fei-yi Tien. The late Taotai Shum was in Canton during ex-Viceroy Chow. Fei's time and he took a leading part in settling the disputes among the shareholders of the Canton-Hankow Railway Company.

U.S. ADMIRAL ENTERTAINED.

Yesterday, H.E. Viceroy Chang Jen Chou received Admiral Mead, of the U.S. Navy, who arrived here a short time ago, and H.E. entertained the American visitor to dinner.

KWANGSI'S NAVAL HEAD.

An Imperial Decree was issued on the 19th instant appointing Luoy Chai Kwong to be Admiral of the province of Kwangsi.

CANTON DELIBERATIVE COUNCIL.

The Canton Deliberative Council was established a month ago with its temporary offices in the old governor's yamen. The Canton authorities are now of the opinion to have a spacious building constructed on the site of the East Parade Ground for the offices of this new Council.

KWANGCHOW MIDDLE COLLEGE.

On the morning of the 21st instant, H.E. Viceroy Chang Jen Chou proceeded to the Middle College of the Kwangchow Prefecture and personally distributed certificates to a number of successful candidates who have recently completed their course of studies in that College.

THE JAPANESE BOYCOTT.

Tan Wo Tong, a Chinese firm in Singapore, which was found to have acted in violation of the Japanese boycott regulations, as reported by other merchants to the Canton Self-Government Society, have now written to the Society expressing their regret and willingness to pay a penalty of three hundred dollars towards the fund of the Society. The Self-Government Society has accepted the firm's apology.

GERMAN MAIL DETAINED.**CASES OF OPIUM IN BAGGAGE ROOM.****CAPTAIN CHARGED AT POLICE COURT.**

The German mail steamer "Princess Alice" was unable to get away at noon, yesterday, as originally planned; owing to the discovery on board of 1,440 tins of chandu, valued at \$4,320, reports the *Straits Times* of 16th inst. The skipper, Captain P. Gonche, was summoned to appear before the fourth magistrate, Mr. A. de Melo, this morning, on a charge of being the master of a ship used for the importation of opium. The little fourth court room was crowded with officers from the ship and representatives of Messrs. Behn Meyer and Co., the local agents for the Norddeutscher Lloyd. Large cases of chandu, more than has been seen in the police courts at one time for years, were brought to the chancery.

Mr. G. S. Carver appeared for the Opium Farmers and Mr. D. V. Perkins, for the Captain. As soon as the magistrate had taken his seat, Mr. Gonche said:—"I understand that a warrant of arrest has been issued for the detention of the *Princess Alice*. My learned friend must have been forgetful of the ordinance when he applied for such an order. The North German Lloyd mail steamers are, to all intents and purposes, men-of-war, and should be considered as such by the ordinance. I therefore demand, ask, I should say, for her immediate release."

He then proceeded to read the Ordinance in detail, but was interrupted by the magistrate, who said that a clause referred to was no longer in force.

QUESTION OF SEIZURE.

Mr. Gonche explained that there were, in any case, certain formalities which had to be effected under the act, and these had not been attended to. Certain copies of the Government Gazette which he did not have at hand at the moment, but had sent for, would show that the convention referred to by counsel for the defendant had been abrogated. In any case, the ship was not under seige.

Do I understand that you do not intend to seize the steamer? asked Mr. Perkins.—That depends. If you will give an undertaking that the fine—that is if any fine is imposed—will be paid, I shall withdraw the warrant.

The warrant has been illegally issued and I cannot give any such undertaking, replied Mr. Perkins.

The magistrate stated that he believed that the warrant was perfectly legal.

Mr. Perkins asked him to take a note of his objection.

VISITED BY POLICE.

Mr. Hawtry, second assistant superintendent of police, then gave evidence of the seizure, saying that he visited the *Princess Alice* at 1 p.m., yesterday, at Borneo Wharf and found two cases in the baggage room. One of them had been opened, and contained tins wrapped up in a gunny bag. Signs of opium were visible on the ship near the baggage room entrance.

WHAT DO YOU MEAN BY SIGNS?

Witness went on to say that the first drop he saw was on the step at the gangway, outside the baggage room, and others were visible on the steps going down into the room. Chandu had been leaking, and the box and bag were smeared. Witness took the chandu to his office and called the Farm tester, who told him that it was Shanghai opium. In the unopened box there were sixty-one tins and in the one that was opened there were twenty-nine. In the gunny bag there were six tins, nearly empty, apparently from leakage. Sixteen of the tins were subsequently opened and the contents emptied into a big tin after it had been weighed. He knew that the tonnage of the *Princess Alice* was over 100.

We admit that, ejaculated Mr. Perkins: OPINION NOT GARNIER.

Witness went on to say that the chief officer of the vessel explained to him that he thought the chandu was gambier. Questioned about this by Mr. Perkins, Mr. Hawtry admitted that he used the expression in the present tense. There was a splotch on the deck and when the Chief Officer saw this he asked: "This is gambier, isn't it?" The baggage room was open, but the part into which he had to go to get the opium was not easily accessible. A door had to be opened to enable him to get in.

The court was interrupted several times by the great noise and confusion in the hall-way, where there has been a continual uproar of late. There is always a large throng of loafers there, many of whom should be attending to their duties, who chat and laugh and quarrel, apparently without let or hindrance.

Sheikh Abubakar, head chintz for the Opium Farm, who had accompanied Mr. Hawry, gave corroborative evidence.

Inspector Fitzgerald, Department of Weights and Measures, gave evidence as to the weight of the chandu which had been removed from the sixteen tins, which he gave as fourteen pounds, four ounces and six and a half drams. This was equivalent to 187.7 tahaas.

PROTEST ENTERED.

Lia Tang Yew, the Farm's tester, said that he saw the exhibits at Mr. Hawtry's office, yesterday afternoon. He examined the chandu and found that it was of Shanghai origin. The value per tin locally was \$3. He did not know its value in Shanghai.

Cross-examined by Mr. Perkins, he said that he had opened and examined one tin only, but he also examined the opium which was leaking from the tin in the gunny bags. The words on the tins were Shanghai and the name of a shop or person. Ordinarily, smuggled chandu came in flat tins without labels, but there was a case before when chandu came from Shanghai in round tins with labels. Three and a half or four months ago a D. F. C. arrested a man at Tanjong Pagat with Shanghai opium and this put up.

Mr. Carver stated that this closed the case. Mr. Perkins said that his learned friend had taken statements from two persons on the ship and these persons ought to be called. It was his duty to place before the court all the

evidence at his command. He protested against the way in which the prosecution was being conducted.

I don't think I can force them to call these persons, said the magistrate.

CAPTAIN'S STORY.

Capt. P. Gonche stated that his steamer was a mail steamer subsidised by the German Government. She arrived at the wharf, yesterday morning. He had no personal knowledge of the boxes in question. He sailed from Shanghai on March 6 or thereabouts. He was lying outside the Woosung bar, seventeen miles from Shanghai. Passengers came from Shanghai by tender with their luggage. As a rule, there were two men in charge of the gangway, a quartermaster and a sailor. These were his orders and so far as he knew they were always carried out. They had to watch whatever was brought on board or taken from the ship. He had never heard of passengers' luggage being broken open and searched. He wouldn't get many passengers if that were the case. He had been twenty-five years with the company, ten of these running to the Far East. The launch usually came to the ship with passengers and luggage at 6.30 p.m., leaving Shanghai at 5 p.m.

Cross-examined by Mr. Carver, he said that the quartermaster and sailor did not examine the baggage closely when it arrived. Sometimes other things besides baggage were put in the baggage-room. Passengers' baggage usually had the passengers' name, on a label provided by the company for the purpose. The boxes had the mark Singapore on a paper label and no other mark of identification.

RECEIVING THE BOXES.

Mr. Henchen, the chief officer, said that he first saw the boxes in the presence of Capt. Hawtry in the baggage room, and noticed marks on the main deck as large as the box itself, while there were drops on the steps. The baggage room was kept locked. There was a great quantity of baggage on board. These boxes were standing free; not hidden away underneath baggage. There were two men whose identity he knew at the gangway at Woosung.

Mr. Hoffmann, the baggage master, said that the two cases were taken on board the steamer *Princess Alice* at Woosung. Witness received them from the chief cook of the steamer and stowed them in the baggage room.

The chief cook told him that they were for Singapore and he put the labels on them. He did not know what the contents of the boxes were and had no suspicion it was chandu. He thought that they were ship's stores. He did not know opium when he saw it. The boxes were nailed down. On arriving in Singapore he placed the cases on deck at 4 a.m. They remained on deck till 9 a.m. Then the runner from Raffles Hotel arrived who, he understood, was to take them away. He did take them ashore and loaded them on a luggage van but brought them back because they were leaking. It was 12 or 12 o'clock when he returned them, saying that he could not have them because they were leaking too much.

Witness took them back to the baggage room and reported their return to the chief cook. They then proceeded to open them, to see what was broken inside. They found several of the tins leaking. Witness was then called away because the steamer *Arao* brought baggage from the Dutch Mail from Batavia which he had to receive. The cases were leaking when he first sent them ashore as well as when he received them back.

When the runner went on board, witness told him that the chief cook had some cases for him. On the voyage down, as the cases were leaking, he asked the chief cook what the contents were. If they were not for an employee of the N. D. L. he would not have received them in their sticky condition. Witness suggested that they might contain syrup. They were not leaking in Shanghai, however.

TO BE CALLED FOR.

Mr. Fogg, the chief cook, said that he received a request to take two boxes at Shanghai. It did not come from anyone in connection with the ship. It was by letter, and no intimation was given as to the contents of the boxes. At Singapore he was to send them to Raffles Hotel, where they would await the arrival of the person who wrote the letter. The boxes were handed to him on board the tender by a Chinaman, who brought no letter but mentioned the name of the writer of the letter. Witness asked the baggage master to take them into the baggage room. After they came back from shore in Singapore he saw them again.

He assisted the baggage master in opening them in the baggage room and having examined the contents left them there. When he received the boxes at Shanghai he had no suspicion that they contained chandu. He had never seen it before. He did not even suspect it when he saw the box leaking here. The man who sent the letter was a steward on board another ship of the N.D.L. Witness had met him in Singapore about eight months ago. He merely took the cases to please him because he asked him in a friendly way to do so. It was usual for officers of the company to have boxes forwarded to them in this way on the company's steamer.

Cross-examined by Mr. Carver, witness said that he received the letter in question at Hongkong on his way to Shanghai and tore it up immediately after perusal as was his usual custom. It was stamped Singapore. The steward was on the Singapore-Bangkok run and never went to China himself.

He had never told anyone that he had received the letter from the Chinese steward.

Mr. Perkins then addressed the court, and said regarding the employee of the Co. referred to that his name was in the possession of the police and the Co. had telephoned instructions to conduct inquiries in the Co's for the people. The President's ideas of the legal profession are quite crude and inadequate, and it is proposed that a training department for lawyers should be formed. Men who are qualified by their learning and good character for the profession will be admitted to this training department and on passing an examination at the conclusion of their studies, they will be granted a diploma carrying the title of Advocate. They will then be drafted to the various Courts to practise therein. A set of regulations is being framed to carry out the scheme.

Mr. Carver stated that this closed the case.

Mr. Perkins said that his learned friend had taken statements from two persons on the ship and these persons ought to be called. It was his duty to place before the court all the

Today's Advertisements.**PUBLIC AUCTION.**

THE Undersigned has received instructions from MADAME MARTY, to sell by PUBLIC AUCTION,

on

MONDAY and TUESDAY,

the 29th and 30th March, 1909, commencing each day at 2.30 P.M., at No. 13, Peak Road (Upper Albany),

A RARE AND VALUABLE COLLECTION OF**CHINA, BRONZES, JADE & IVORIES**

COMPRISING:

1. Rare Celadon Vase with Peach Bloom and Blue Decorations, 1 Black Jar with 5-Coloured Decorations, Famille Rose, and Famille Vert Jars and Vases, 5-Coloured Jars, Vases and Panels, Blue and White Hawthorn Jars, Green and Black Hawthorn Jar, Powder Blue Vase, Apple Green Vases, Celadon Bowls and Vases, Blue and Brown Soft Paste Vase and Cups, Imperial Yellow and Blue Vases, Peach Bloom Jars, Sang De Bouf Vases, 2, 3 and 5-Coloured Figures, etc.

Finely Carved Rhinoceros Horn Caps and Ornaments.

Carved Ivory Figures, Crystal Vases and Cups, Very Fine Jade Vase and Ornament, Jade Cups, Bowls, Figures, etc.

Old Peking Cloisonne Incense Burners, Vases and Bowls, Peking Silk Embroideries.

Fine Selection of Old Bronzes, (some inlaid with Gold).

also

Handsomely Carved Canton Blackwood Cabinets, Armchairs, Couch, Jardiniere Stands and 1 Large Screen Inlaid with 5-Coloured Porcelain Panels.

Limoges Tea Set.

N.B.—Special attention is drawn to the sale of this Private Collection offering a rare opportunity to collectors.

On view on Saturday and Sunday, the 27th and 28th March.

Catalogues will be issued.

TERMS.—Cash on delivery.

GEO. P. LAMMERT,

Auctioneer.

Hongkong, 23rd March, 1909.

[282]

GEO. P. LAMMERT,

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO'S Royal Mail Steamship Line.

"EMPEROR LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA TO VANCOUVER, 12 DAYS HONGKONG TO VANCOUVER.

SAVING 5 to 7 DAYS OCEAN TRAVEL.

Proposed Sailing from Hongkong, St. John and Quebec.

(Subject to alteration).

Connecting with Royal Mail Atlantic Steamers.

From Hongkong, "EMPEROR OF JAPAN" From St. John or Quebec, "EMPEROR OF IRELAND" Friday, April 11th.

"EMPEROR OF CHINA" Sunday, May 2nd. "EMPEROR OF IRELAND" Friday, May 7th.

"MONTEAGLE" A LAN LINER. Friday, May 28th.

TUESDAY, MAY 11TH. "EMPEROR OF INDIA" SUNDAY, MAY 23RD.

"EMPEROR OF JAPAN" SUNDAY, JUNE 13TH.

"Empress" Steamers will depart from Hongkong at 6 a.m.

"Monteagle" Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John or Quebec with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 20 Knots, and are regarded as second to none on the Atlantic.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific Direct Line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Governments.

Through Passengers are allowed Stop over privileges at the various points of interest on route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON. Intermediate on Steamers and 1st Class on Canadian and American Railways.

Via Canadian Atlantic Port 43.

Via New York 45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. GRADY & CO., General Traffic Agents, Corner Pedder Street and Praya (opposite Blake Pier).

INDO-CHINA STEAM NAVIGATION CO., LTD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION).

For Steamship On

TIENTSIN—VIA—SWATOW—WEI CHIPSHING*, FRIDAY, 26th Mar., 4 P.M.
HAIWEI & CHEFOO SINGAN*, FRIDAY, 26th Mar., 4 P.M.
SGAPORE, PENANG & CALCUTTA SÜISGHA* FRIDAY, 26th Mar., 4 P.M.
MANILA YUENSANG* FRIDAY, 26th Mar., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE FOOKSANG* SATURDAY, 27th Mar., Noon.
& MOI LOONGSANG*, FRIDAY, 2nd April, 4 P.M.
SGAPORE, PENANG & CALCUTTA LAISANG* WED'DAY, 3rd Mar., 4 P.M.
MANILA LOONGSANG*, FRIDAY, 2nd April, 4 P.M.

RETURN TOURS TO JAPAN.

OCCUPYING 24 DAYS.
The steamers Kusang, Nansong and Fooksing leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Mell to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers; and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchow.

For Freight or Passage, apply to—

JARDINE, MATHESON & CO., LTD., General Managers.

Telephone No. 61, Hongkong, 23rd March, 1909.

[6]

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR STEAMERS. TO SAIL

HAIPHONG "OHLI" 24th Mar., 9 A.M.
PAKHOI & HAIPHONG "SINGAN" 25th " 10 A.M.
SHANGHAI "CHINHUA" 25th " 4 P.M.
SHANGHAI "CHINHUA" 26th " Daylight.
MANILA "ORENAN" 28th " 3 P.M.
CEBU & ILOIO "TAMING" 30th " 4 P.M.
SHANGHAI "SUNGKIANG" 1st April, " 3 P.M.
MANILA "LINAN" 1st " 4 P.M.
MANILA "TEAN" 6th " 3 P.M.
MANILA, ZAMBOANGA and USUAL "CHANGSHA" 8th " 4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANU".

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Doctor is carried. REDUCED FARES.

Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anku, Chenin, Chinshui and Linan) leaving every Thursday and Sunday have excellent accommodation. Electric Light throughout and Electric Fans in Staterooms and Dining Saloon.

FARE INCLUDING WINES: \$40 SINGLE AND \$70 RETURN.

Takes cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36, Hongkong, 23rd March, 1909.

[8]

HONGKONG—MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon midships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried.

All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	Fos.	Sailing Date.
ZAFIRO	8540	R. Rodger	MANILA	SATURDAY, 27th Mar., at Noon.
RUBI	8540	R. W. Almond		SATURDAY, 3rd April, at Noon.

For Freight or Passage, apply to—

SHEWAN, TOMES & CO., GENERAL AGENTS.

Telephone No. 35, Hongkong, 23rd March, 1909.

Shipping—Steamers.**SOUTH AMERICAN LINE.**

REGULAR STEAMSHIP SERVICE FOR CALLAO, IQUIQUE, VALPARAISO, Etc., via JAPAN PORTS, MAMANILLO and SALINA CRUZ (Mexico).

S.S. AMERICA MARU 6,000 tons gross Sail April 14th/09.

S.S. HONGKONG MARU 6,000 " June/09.

S.S. MANSHU MARU 5,000 " August/09.

S.S. AMERICA MARU 6,000 " October/09.

For particulars, apply to

K. MATSUDA,
Manager,
TOYO KISEN KAISHA, York Building.

Hongkong, 12th March, 1909. [257]



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN, POR. S, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, JAPAN and SAN FRANCISCO, Etc., as above.

For further particulars apply to the Agent—

MESSAGERIES MARITIMES.

Hongkong, 4th March, 1909. [158]

"DELHI,"

Captain J. D. Andrews, R.N.R., carrying His Majesty's Mail, will be despatched from this for BOMBAY, Etc., on SATURDAY, the 3rd April, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Malva," 11,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, Etc., will be conveyed via Bombay, by the R.M.S. "Mora," due in London on 14th May, 1909.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

R. A. HEWETT,

Superintendent.

Hongkong, 20th March, 1909. [4]

"FLINTSHIRE"

will be despatched as above on or about the 26th March.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 23rd February, 1909. [203]

"LIGHTNING."

Captain A. E. Gentile, will be despatched for the above Ports on WEDNESDAY, the 24th instant, at 1 P.M., instead of as previously advertised.

For Freight or Passage, apply to

DAVID SASOON & CO., LIMITED, Agents.

Hongkong, 20th March, 1909. [271]

"FOR LONDON AND ANTWERP."

THE Steamship

"FLINTSHIRE"

will be despatched as above on or about the 26th March.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 23rd February, 1909. [203]

"THE AMERICAN AND ORIENTAL LINE."

FOR NEW YORK.

(With liberty to call at the Malabar Coast.)

THE Steamship

"NORMAN PRINCE"

will be despatched for the above Port on WEDNESDAY, the 7th April, 1909.

For Freight and Passage, apply to

ARNHOLD, KARBERG & CO., Agents.

Hongkong, 13th March, 1909. [262]

"THE BANK LINE, LIMITED."

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"MOJI, KOBE AND YOKOHAMA"

will be despatched as above about 10th April.

For Freight, apply to

JARDINE, MATHESON & CO., LTD., Agents.

Hongkong, 4th March, 1909. [233]

REGULAR STEAMSHIP SERVICE

TO NEW YORK,

1/4 PORTS AND SUZU CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG

FOR BOSTON & NEW YORK.

S.S. "DACRE CASTLE" About 20th April.

For Freight and further Information, apply to

DODWELL & CO., LIMITED, Agents.

Hongkong, 18th March, 1909. [273]

STEAM TO CANTON.

THE New Twin Screw Steel Steamers

"KWONG TUNG" Capt. H. W. WALK

Shipping.**Arrivals.**

Chlyun, Chi. s.s. 1,177, C. Stewart, 22nd Mar.,—Shanghai 15th Mar., and Amoy 21st, Gen.—C. M. S. N. Co.
Kwango, Br. s.s. 4,228, Hards, 22nd Mar.,—Shanghai 18th Mar., Gen.—B. & S.
Szechow, Br. s.s. 1,144, J. V. Sidsford, 22nd Mar.,—Canton 22nd Mar., Gen.—B. & S.
Amar, Br. s.s. 1,501, Mattock, 22nd Mar.,—Hongkong 20th Mar., Coal.—M. B. K.
Kleist, Ger. s.s. 5,123, R. Meyer, 23rd Mar.,—Yokohama 13th Mar., Mails and Gen.—M. & Co.
Zafiro, Br. s.s. 1,619, R. Rodger, 23rd Mar.,—Manila 20th Mar., Sugar, Hemp and Wine.—S. T. & Co.
Halmus, Br. s.s. 616, J. W. Evans, 23rd Mar.,—Swatow 22nd Mar., Gen.—D. L. & Co.
Fusang, Br. s.s. 1,410, H. S. Melkin, 23rd Mar.,—Saigon 18th Mar., Meal, Rice and Gen.—J. M. & Co.
Chowai, Ger. s.s. 1,115, W. Möller, 23rd Mar.,—Swatow 21st Mar., Gen.—A. P. Co.
Gymer, Br. s.s. 1,575, J. C. Hall, 22nd Mar.,—Pot back owing to some accident on the 21st Mar., Gen.—D. & Co., Ltd.
Haihan, Fr. s.s. 377, O. A. Hager, 22nd Mar.,—Holloway 20th Mar., Gen.—A. R. M.
Halvard, Nor. s.s. 1,066, R. Ronneberg, 15th Mar.,—Amoy 14th Mar., Ballast.—Aagard, Thoresen & Co.
Helene, Ger. s.s. 771, J. Jessen, 22nd Mar.,—Haihong and Hoihow 21st Mar., Gen.—J. & Co.
Meifoo, Chi. s.s. 1,334, J. McArthur, 23rd Mar.,—Canton 22nd Mar., Gen.—C. M. S. N. Co.
Palawan, Br. s.s. 4,96, C. R. Longden, R.M.R., 23rd Mar.,—Shanghai 20th Mar., Gen.—F. & O. S. N. Co.
Tenyo Maru, Jap. s.s. 7,265, E. Bent, 23rd Mar.,—San Francisco 26th Feb., Honolulu 5th Mar., Yokohama 17th, Kobe 18th, and Nagasaki 20th, Gen.—T. K. K.
Hain, Fr. s.s. 759, J. Pannier, 23rd Mar.,—Haiphong 19th Mar., via Pakhoi and Kwang-chow-wan 22d, Gen.—A. R. M.
Hongman, Br. s.s. 2,565, R. S. Bainbridge, 23rd Mar.,—Singapore 17th Mar., Gen.—J. M. & Co.
Per Tek Seng.

Clearances at the Harbour Offices.

Dortmund, for Singapore.

Chiun, for Canton.

Wesang, for Shanghai.

Kwangsing, for Swatow.

Haihan, for Swatow.

Palawan, for Singapore.

Rajah, for Bangkok.

Tian, for Manila.

Chih, for Haiphong.

Departures:

Mar. 23.

Haltan, for Coast Ports.

Mathilde, for Haiphong.

Wong, for Hoihow.

Kwangsing, for Canton.

Ester, for Singapore.

Kwangsing, for Shanghai.

Portmus, for Colombo.

Billerophon, for Seattle.

Raja, for Bangkok.

Tian, for Manila.

Meso, for Shanghai.

Wesang, for Shanghai.

Chiun, for Canton.

Passengers arrived.

Per Fouang, from Saigon—100 Chinese, and 5 Japanese.

Per Halmus, from Swatow—Miss Solliman, and 100 Chinese.

Per Rigel, from Manila—Mr. L. D. Weeks, and Mr. Carlos Svistes.

Per Kleist, for Hongkong, from Yokohama—Rev. Father McGillicuddy, Rev. Father C. F. Gibney, Messrs. F. W. Ferris and Chin Tick Fang, From Kobe—Messrs. Lee Yat Sam, Ching Chou-Hing and Leo Yick Fong, From Nagasaki—Messrs. S. Tachiro and S. Mardia, From Shanghai—Mrs. A. E. Paine child and servant, Messrs. Leith Marks, H. Jackson, Director Figg and hoy, Rev. C. H. Brent, Messrs. H. Kruse, Wasel and boy, Mrs. R. H. Thiger and maid, Judge R. H. Thayer, Messrs. F. Hinckley, W. E. Bassel, Flars, Mr. and Mrs. Buckly, Miss P. Kamara, Miss K. Sando, Mrs. C. E. Magillycoody, and Mr. Martin.

Per Zafiro, from Macao—Mrs. Cartens, Mr. J. Loomey, Dr. F. Thake, Mrs. W. A. Cooke, Mrs. S. Dewey, Mrs. H. H. Moore, Mrs. Roye, Capt. A. Higgins, Messrs. S. Henry Thorae, S. Eddrige, Miss V. Yondan, Mrs. B. Edgar, Mrs. D. Howning, Mr. and Mrs. Seymour, Mrs. Henschler, Mrs. M. Gosling, Mr. J. Mercurio, Lieut. Cuveigle, Mrs. J. Blundell, Messrs. J. McAuley, C. Bennett, A. Yeardley, Miss M. Stewart, Mr. and Mrs. Young, Mr. and Mrs. H. Wilbers, Mr. S. Cohen, Rev. and Mrs. F. Hicks, Mr. and Mrs. R. M. Holman, Miss Houston, Hon. B. S. Hyman, Mr. James Irvin, Mrs. C. S. Jenne, Miss Francis Jernyn, Miss Gladys Labere, Mrs. M. Leslie, Mr. and Mrs. J. K. List, Miss Madge McCandless, Messrs. W. B. Marshall, K. Matsunaga, J. R. Mozen, S. Miyazato, K. Nakaya, A. W. Pontius, Capt. F. Rafen, Mrs. C. Richards, James J. Ryan, Mr. and Mrs. W. O. Scholz, Mrs. E. J. Smith, Mr. Asbury, D. Straker, E. G. Straker, Mrs. Francis B. Swan, Messrs. T. Yamamoto, F. Zimmerman, and Mrs. A. M. Zion.

Shipping Reports.

St. Halmus, from Swatow.—Light breeze and hazy.

St. Palawan, from Shanghai.—Fine passage overcast weather.

St. Zefiro, from Manila.—Light to fresh N.E. wind cloudy weather moderate sea.

St. Fauang, from Saigon.—Moderate to fresh monsoon with moderate N.W. by sea.

St. Amoy, from Hongkong.—Fresh to strong N.E. monsoon with dull gloomy weather and rain throughout.

St. Caimen, from Shanghai and Amoy.—Fresh N.E. winds and moderate swell sea throughout clear weather.

VESSELS IN PORT.**STEAMERS.**

Aldenham, Br. s.s. 3,830, St. John George, 3rd Mar.—Yokohama 23rd Feb., and Kobe 28th Gen.—G. L. & Co.
Alesia, Ger. s.s. 1,376, J. Ernst, 1st Mar.,—Portland, Or. 28th Jan., and Moji 25th Feb., Flour—P. & A. S. S. Co.
Bankok, Ger. s.s. 1,144, F. Nicolsen, 19th Mar.,—Bangkok 14th Mar., Rice and Meal.—Vener Fat Hong.
Bourbon, Fr. s.s. 937, Le Bait, 16th Mar.,—Saigon 14th Mar., Rice—Man Fat.—Chih, Fr. s.s. 1,413, J. Warack, 20th Mar.,—Haiphong 17th Mar., Gen.—B. & S.
Empress of Japan, Br. s.s. 3,039, H. Pybus, R.M.A., 10th Mar.,—Vancouver 24th Feb., and Shanghai 16th Mar., Mails and Gen.—C. P. R. Co.
Erroll, Br. s.s. 1,619, R. Rodger, 23rd Mar.,—Manila 20th Mar., Sugar, Hemp and Wine.—S. T. & Co.
Halmus, Br. s.s. 616, J. W. Evans, 23rd Mar.,—Swatow 22nd Mar., Gen.—D. L. & Co.
Fusang, Br. s.s. 1,410, H. S. Melkin, 23rd Mar.,—Gen.—J. M. & Co.
Chowai, Ger. s.s. 1,115, W. Möller, 23rd Mar.,—Wood—B. & S.
Kulver, Ger. s.s. 1,616, Heuk, 23rd Mar.,—Pakhoi 19th Mar., Sugar and Gen.—J. & Co.
Rigel, Am. s.s. 1,758, J. Syivent, 23rd Mar.,—Manila 19th Mar., Gen.—Arratoon v. Apcar.
Wosang, Br. s.s. 1,27, L. F. G. Hussey, 23rd Mar.,—Canton 22nd Mar.; Gen.—J. M. & Co.
Meifoo, Chi. s.s. 1,334, J. McArthur, 23rd Mar.,—Canton 22nd Mar., Gen.—C. M. S. N. Co.
Palawan, Br. s.s. 4,96, C. R. Longden, R.M.R., 23rd Mar.,—Shanghai 20th Mar., Gen.—F. & O. S. N. Co.
Tenyo Maru, Jap. s.s. 7,265, E. Bent, 23rd Mar.,—San Francisco 26th Feb., Honolulu 5th Mar., Yokohama 17th, Kobe 18th, and Nagasaki 20th, Gen.—T. K. K.
Lothian, Br. s.s. 3,222, W. J. Lockhart, 16th Mar.,—Singapore 10th Mar., Gen.—D. & Co., Ltd.
Hain, Fr. s.s. 759, J. Pannier, 23rd Mar.,—Haiphong 19th Mar., via Pakhoi and Kwang-chow-wan 22d, Gen.—A. R. M.
Hongman, Br. s.s. 2,565, R. S. Bainbridge, 23rd Mar.,—Singapore 17th Mar., Gen.—J. M. & Co.
Per Tek Seng.

STEAMERS EXPECTED.

Vessels From Agents Due
Voorwaert ... Shanghai ... S. W. & Co. Mar. 24
Goeben ... Singapore ... M. & Co. Mar. 25
Brisigave ... Singapore ... H. A. I. Mar. 25
Nabia ... Singapore ... P. & O. Co. Mar. 26
Calcutta M. & Co. Mar. 26
M. M. Mar. 29
Inaba Maru ... Mol ... N. Y. K. Mar. 29
Tango Maru ... Japan ... N. Y. K. April 1
Tango Maru ... Japan ... N. Y. K. April 4

DOCK RETURNS.

HONGKONG AND WHAMPoa DOCKS.
Dilly ... at Kowloon Dock
H.M.S. Fame ... " "
H.M.S. Sandpiper ... " "
Kiangtung ... " "
Tariac ... " "
Venus ... Cosmopolitan "

3 P.M.

CHINA COAST METEOROLOGICAL REGISTER.

March 22d, 1909, a.m.

Bar. Th. Hu. Wind W.

Vladivostock, 7 a.m. 10,30 24 94 N 1 C

Nemuro ... 6 a.m. 10,16 24 94 NW 6

Hakodate ... 10,21 24 94 NW 6

Tokio ... 10,20 24 94 NE 4

Kochi ... 10,35 24 94 E 4

Nagasaki ... 10,31 24 94 E 4

Kogoshima ... 10,27 24 94 E 6

Oshima ... 10,24 24 94 E 4

Ishigaki-jima ... 10,17 24 94 E 6

Bonin Is. ... 10,13 24 94 E 6

Chelao ... 6 a.m. 10,38 35 100 o b

Weihaiwei ... 9 a.m. 10,39 34 —

Hankow ... 6 a.m. 10,17 49 93 SE 2 t

Kinkiang ... 10,12 49 93 SW 1 or

Shanghai ... 9 a.m. 10,24 47 85 ESE 1 or

Guttiuff ... 10,23 47 85 SE 2 or

Sharp Peak ... 10,23 47 85 SE 2 or

Patchaburi, Ger. s.s. 1,373, G. Wolff, 22nd Mar.,—Bangkok 15th Mar., Rice—B. & S.

Phempenh, Br. s.s. 1,066, J. H. Scott, 10th Mar.,—Saigon 6th Mar., Rice—Wo Fat Sing.

Progress, Nor. s.s. 1,641, P. Scherwig, 22nd Mar.,—Polo 18th Mar., Coal.—Aagard, Thoresen & Co.

Shinano Maru, Jap. s.s. 608, G. Bentler, 22nd Mar.,—Makassar 7th Mar., Coal—N. Y. K.

Shinano Maru, Jap. s.s. 3,060, K. Kawana, 21st Mar.,—Shanghai 18th Mar., Herring, Lead, Flour and Copper.—N. Y. K.

Stettin, Br. s.s. 1,346, G. Sangster, 18th Mar.,—Fouchow 17th Mar., Kerosine—M. & Co.

Phalen ... 8 a.m. 10,04 64 NE 1 or

Touren ... 10,05 73 SSE 1 or

O. S. James ... 10,25 72 NH 5 f

Apari ... 10,03 72 NH 2 o

Manila ... 10,04 72 NH 2 o

Legasp ... 8 a.m. 10,01 77 NW 3 o

Lacold ... 9 a.m. 10,01 77 NW 3 o

Hollo ... 9 a.m. 10,28 81 NW 1 o

Cebu ... 10,29 84 N 0 c

Ibanan ... 10,29 84 N 0 c

March 23d, 1909, a.m.

Vladivostock, 7 a.m. —

Memure ... 10,32 75 NW 1 o

Hakodate ... 10,40 75 NW 1 o

Tokio ... 10,38 75 NW 4

Kochi ... 10,31 75 NW 6

Nagasaki ... 10,11 75 NW 6

Kogoshima ... 10,19 75 NW 6

Oshima ... 10,12 75 NW 2

Naha ... 10,09 75 SE 6

Ishigaki-jima ... 10,01 75 SE 2

Bonin Is. ... 10,28 75 SE 2

Chafao ... 10,09 75 100 N 0 c

Weihaiwei ... 9 a.m. 10,15 75 N 0 c

Hantow ... 6 a.m. 10,14 75 100 NW 2 or

Kinkiang ... 10,01 75 100 NW 2 or

Shanghai ... 9 a.m. 29,97 49 93 NW 3 o

Guizhou ... 29,94 50 100 NE 2 om

Sharp Peak ... 30,01 50 100 NE 2 om

Amoy ... 10 a.m. 30,03 62 89 S 1 o c

Swatow ... 10,06 63 89 S 1 o c

Taikoo ... 10 a.m. 30,03 63 89 S 1 o c

Taichu ... 10 a.m. 30,04 71 89 S 1 o c

Taichu ... 10 a.m. 30,04 71 89 S 1 o c

Koishu ... 10 a.m. 29,99 71 89 S 1 o c</

SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOURIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT		LAST DIVIDEND.	PERCENTAGE RETURN AT PRESENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE	AT WORKING ACCOUNT.			
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$235	\$25	{ \$1,100,000 \$1,100,000 \$100,000}	52,006.234	{ Final of 5/- and bonus of 5/- for 1908 @ 3% ex 1/8—\$25.024	51%	{ \$935 ex. and £ London £86
National Bank of China, Limited	99,935	£7	£6	{ \$4,000 \$10,000}	510.528	5/- (London £6) for 1903	...	55/-
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	{ \$1,500,000 \$250,757 \$411,000 \$185,000}	none	5/- for 1907	71%	518/-
North China Insurance Company, Limited	10,000	£5	£5	{ Tls. 150,000 Tls. 150,747 Tls. 185,277 \$100,000 \$22,478 \$100,000 \$22,478 \$72,049}	Tls. 160,512	Final of 7/6 making 1/- for 1907	51%	Tls. 190 sales
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	{ \$8,500,000}	58,506.032	{ Final of 5/- making \$45 for 1906 and Interest of \$30 for 1907}	51%	\$840 buyers
Yangtze Insurance Association, Limited	12,000	\$100	\$60	{ \$20,000 \$100,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000 \$20,000}	5591.763	5/- and bonus \$3 for 1906	7%	5212 buyers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	0,000	\$100	\$20	{ \$1,000,000 \$1,800,000 \$1,800,000 \$1,800,000 \$1,800,000}	5375.341	5/- and bonus \$2 for 1907	71%	\$109 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	{ \$1,450,173}	5308.711	5/- for 1907	51%	\$315 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	{ \$7,000 \$26,638 \$39,007 \$250,000}	51,085	5/- for 1906	...	\$10 sales
Douglas Steamship Company, Limited	20,000	\$50	\$50	{ Nil}	Nil	5/- for year ending 30.6.1908	71%	\$135 buyers
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	{ \$607,100 \$79,423 \$25,344 \$240,000}	520,270	Final of \$1/- making \$2/- for 1908	81%	\$102 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	{ £10,000 £340,000}	£13,555	{ 6/- for 1907 on Preference shares only @ 3% ex 1/9 11/16—\$3. 154...}	51%	{ \$240 buyers \$20 buyers
do. (Deferred)	60,000	£5	£5					
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	{ Tls. 75,000 \$720,000 \$100,000}	Tls. 14,510	Final of Tls. 1/- making Tls. 3/- for 1908	71%	Tls. 47 buyers
do. (Preference)	100,000	£5	£5	{ \$100,000 \$35,000 \$37,321}	£61,827	Second Interim of 1/- for a/c 1908	7%	Tls. 47 buyers
"Shell" Transport and Trading Company, Limited	10,000	\$10	\$10	{ \$1,000}	508	{ \$1,000} for year ending 31.4.1908	51%	\$231 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$5	{ Tls. 1,000 Tls. 1,479 Tls. 44,120 Tls. 8,000 Tls. 7,000}	Tls. 2,225	Final of Tls. 1/- making Tls. 2/- for 1908	11%	Tls. 45 sales
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	{ Tls. 1,000 Tls. 48,000 Tls. 48,479 Tls. 44,120 Tls. 8,000 Tls. 7,000}	Tls. 2,225	Final of Tls. 1/- making Tls. 2/- for 1908	11%	Tls. 45 sales
REFINERIES.								
China Sugar Refining Company, Limited	20,000	\$100	\$100	{ \$250,000 \$36,848}	Dr. 55,558	5/- for year ending 31.12.08	31%	\$37½ ex div. s.
Luzon Sugar Refining Company, Limited	7,000	\$100	\$100	{ none}	Dr. 5135.873	5/- for year ending 31.12.08	11%	Tls. 125
Peak Sug. & Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	{ Tls. 100,000}	Tls. 9,173	Tls. 3/- for year ending 31.12.08	—	
MINING.								
Chinese Engineering and Milling Company, Ltd.	1,000,000	£1	£1	{ £275,000}	£11,556	{ Final of 1/6 (coupon No. 11) for year end- log 29.12.08	7%	Tls. 18½ buyers
Rub Australian Gold Mining Company, Limited	150,000	£1	£1	{ £12,269}	£12,191	No. 12 of 1/6—\$48—reval.	...	\$8½ sellers
DOCKS, WHARVES & GODOWNS.								
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	{ \$12,916}	Dr. 57,481	5/- for year ending 31.12.06	...	\$12
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$50	\$50	{ \$150,000 \$16,806 \$10,000}	510,102	Final of 5/- making \$2/- for 1907	...	\$53 sellers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$50	{ \$7,193 \$200,000}	5387,978	Final of \$4/- making \$8/- for 1907	9%	\$84 sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	{ Tls. 1,000,000 Tls. 667,257}	Tls. 33,742	{ Interim of Tls. 2/- for 6 months ending 31st October, 1908}	51%	Tls. 88 sellers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	{ Tls. 75,000 Tls. 125,000}	Tls. 22,636	Interim of Tls. 4/- for account 1908	51%	Tls. 175 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	{ Tls. 25,000 \$10,000 \$1,000}	Dr. 5,551	Tls. 5/- for 1907	...	Tls. 102 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	{ \$15,000 \$16,806 \$10,000}	Dr. 5,402	5/- for year ending 30.6.07	...	\$13 sales
Central Stores, Limited	50,115	\$25	\$25	{ \$9,178 \$16,875}	50,178	5/- for 1907	...	17 buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	{ \$13,913}	5295	Final of \$3/- making \$6/- for 1908	7%	185
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	{ \$250,000}	26,475	Final of \$3/- making \$7/- for 1908	7%	\$100
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	{ \$11,172 \$18,561}	15,86	6/- cents for 1908	7%	\$165 buyers
Kowloon Land and Building Company, Limited	6,000	\$10	\$10	{ none}	5278	5/- for 1908	5%	30
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,423,045 Tls. 312,000}	Tls. 142,404	Final of \$2/- making \$4/- for 1908	7%	Tls. 115 buyers
West Point Building Company, Limited	12,500	\$10	\$10	{ none}	5158	Final of \$2/- making \$4/- for 1908	9%	\$44 sellers
COTTON MILLS.								
Two Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 15,939}	Tls. 8,583	5/- for year ending 31.10.1908	4%	Tls. 121 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	{ \$20,000}	50,553	50 cents for year ending 31.7.08	51%	\$9 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	{ Tls. 175,000}	Tls. 8,372	Tls. 6/- for year ending 30.9.06 (8%)	...	Tls. 92
Laot-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	{ none}	Tls. 4,729	Tls. 4/- for 1908	...	Tls. 103
Toy Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	{ Tls. 31,172}	Tls. 15,911	Tls. 4/- for 1908	...	Tls. 325 buyers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	{ £1,500 \$25,000}	£648	1/10 per share or 1907—\$1.037	10%	\$10 sales
China-Borneo Company, Limited	60,000	\$12	\$12	{ Nil}	Nil	\$1.10 for 1907	91%	\$15
China Light and Power Company, Limited	50,000	\$10	\$10	{ none}	16,138	60 cents for year ended 30.6.07	...	9/8 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	{ \$1,000 \$10,000}	53,407	80 cents for 1908	51%	Tls. 102 sellers
Dairy Farm Company, Limited	40,000	£7½	£6	{ \$8,000}	548	5/- for year ending 31.7.08	51%	5/8 sales
Great Island Cement Company, Limited	400,000	\$10	\$10	{ \$12,000 \$5,000}	55,078	Interim of 40 cents for account 1908	101%	5/9 buyers
H. Price & Company, Limited	12,000	\$10	\$10	{ \$5,000}	5251	75 cents for 9 months ending 31.12.07	8%	5/2 sales
Hall & Holtz, Limited	21,000	\$20	\$20	{ \$18,600}	52	5/- for year ending 28.2.08	10%	5/31 sales
Hongkong Electric Company, Limited	60,000	\$10	\$10	{ none}	58,957	5/- and bonus 50 cts. for year ending 28.2.08	64%	5/8 buyers
Hongkong Ice Company, Limited	5,000	\$25	\$25	{ \$15,000 \$10,000}	57,616	Final of \$1/- per share making \$10/- for 1908	91%	\$190 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	{ \$15,000 \$10,000}	58,957	Final of \$1/- per share making \$10/- for 1908	64%	5/24 sales
Maaatschappij tot Mijn-, Bosch- en Landbouwzaak in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 77,003}	Tls. 47,127	4th Quarterly div. of Tls. 10/- and bonus of Tls. 10/- for 1908	51%	Tls. 800 buyers
Peak Tramways Company, Limited	85,000	\$10	\$10	{ \$5,000}	57,471	Tls. 10/- making Tls. 10/- for 1908	5%	5/14 buyers
Peak Tramways Company (new)	50,000	\$10	\$10	{ \$10,000 \$10,000}	57,471	50 cents for fully paid shares and		